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The Flying Saucer Hoax

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Since this is the final program of the year, it occurred to me that most of you might be in a frame of mind to accept a little relief from what I understand has been a rather steady diet of papers dealing with highly specialized disciplines given by some members of our highly developed “intellectual” group. Parenthetically, I might say that I use that advisedly because I can’t personally testify to such an environment because I don’t see that much of you.

Nevertheless, I thought as one who is sort of a hangover from a former era, that I would give you a little relief and make this final program of the year only an exercise that might prove to be entertaining and relaxing. So let us relax as we pursue *The Flying Saucer Hoax*.

Some of you may have exposed yourself to the books written by Erich von Däniken or might have seen the NBC documentaries by Rod Serling in search of ancient mysteries. There is much material available today which seeks to establish the fact that actually the earth was colonized by visitors from outer space. The inquiry ranges from literary sources such as the Bible and Plato to ancient artifacts and structures indicating technological know-how beyond the grasp of primitive culture.

Be that as it may, my interest in this subject dates back to 1944 when I was United States Censor of Radio in Washington during World War II. You will recall that in the middle of that war Hitler was bragging about his secret weapon. Almost simultaneously I received many highly classified reports that our airmen flying over Germany were being confronted at night with silver balls of light which insisted on flying in circles around their planes, particularly when they were on bombing runs over the River Rhine. During the daytime these objects were described as flying discs that had the annoying habit of getting in front of our planes and pacing them for miles, increasing or decreasing their speed in consonant with that of the pilots of our bombing craft. Our flying men called these unknowns “foo fighters” because they danced just off the Allied fighter’s wingtips and played tag with them in power dives. Others appeared in precise formations and on one occasion a whole bomber crew saw about fifteen following at a distance, their strange glow flashing on and off.

As a matter of fact, at that particular time, the military was greatly concerned that Hitler did indeed have some secret weapon and was all the more puzzling because the B-29 runs over Japan were seeing similar objects. Ultimately when our Intelligence reports came back from behind the lines, particularly from central Germany, it was discovered that German pilots were experiencing the same phenomena in connection with their bombing raids over London.

This fact had both commands in the war under unbelievable stress and strain. Since at that time we were desperately trying to beat the Germans in the manufacture and use of atomic bombs, it was far from being certain that the Allies could win the war. Later we found the Germans had been following the same kind of reasoning. To make a long story short, the military installed sophisticated camera

equipment—the best we had at that time—on our planes and over 3,000 pictures were taken of this phenomena, although today the Pentagon tenaciously states that they have no knowledge of such action.

From that day to this more than 100,000 reports of UFO sightings have been reported from every part of the globe. During 1973 reports were unprecedented and at times more than 700 a month were received by the various scientific investigative bodies throughout the world. Scores of books have been written on the subject and debate has run rampant. The subject is relatively easy to classify from the arguments of those that disbelieve and those that do.

The disbelievers say that UFO reports are the result of:

- a. A mild form of mass hysteria or “war nerves.”
- b. Individuals who fabricate such reports to perpetrate a hoax or seek publicity.
- c. Psychopathological persons.
- d. Misidentification of various conventional objects and cloud formations.

On the other hand, the believers point to such evidence as:

- a. Genuine pictures exist of flying saucers taken day and night.
- b. Photos of radarscopes showing —saucers| maneuvers as thought piloted with purpose and intelligence.
- c. Actual or suspected parts of UFOs have been found.

It is interesting to note that Industrial Research, Inc., in 1971 conducted an “opinion poll” on the question of UFOs that shows the confusion in the public mind.

Here are some of the results:

Q1. Do you believe that UFOs exist?

Definitely	20%
Probably	34%
Undecided	15%
Probably not	23%
Definitely not	8%

Q2. If you consider the possibility of UFO existence, where do you think they originate?

Outer space	32%
Natural phenomena	27%
U.S.A.	5%
Communist nations	0.6%
Undecided	35.4%

The Menzel Group

It would seem to be appropriate to consider the fact that the sighting of a UFO is not only mystifying to the percipients but remains unidentified after close scrutiny of all the evidence by persons who are technically capable of making a common sense identification, if one is possible. It goes without saying that such a person should be acknowledged to be stable, reputable and accustomed to responsibility. Such a person is Dr. Donald H. Menzel, Professor of Astrophysics at Harvard University. I take the liberty to quote him at length because of his eminence and due to the fact that he represents the viewpoint of most distinguished and orthodox scientists today. He says the following:

Throughout the ages, apparitions of one kind or another have plagued the human race. Primitive people the world over have generally believed in the existence of demons, ghosts, elves, goblins, dragons, sea serpents—to mention just a few of the more common fantasies.

And now we are seeing flying saucers! What are they? And how do they fly? Are they real? Or will they go the way of dragons?

Saucers have been seen in the daytime, flashing like silver in the sunlight. Others have been seen at night, luminous globes or disk-shaped blobs of light. Sometimes they stand still, at other times they move or veer with tremendous speeds. Estimates of size have varied all the way from a few feet to several hundred feet in diameter, with 50 feet being somewhere near the average. Saucers have been seen from the ground and from planes. Some saucers have skimmed along the horizon; others have soared to great heights.

What are the flying saucers? No single answer suffices, because the apparitions stem from not one but many dozens of causes. Most of the reports refer to reflections from material objects: distant planes, jet aircraft, vapor trails, miscellaneous balloons, newspapers, kites, birds, peculiar clouds, spider webs, insects, feathers, and so on. Searchlights playing on thin layers of cloud or mist account for many of the records. Venus, Jupiter, various stars, bright fireballs, and even the moon shining through broken clouds, have been frequently identified as flying saucers. Menzel frankly says that flying saucers are real; people have seen them; but they are not what people thought they saw.

He goes on to say that this mysterious residue consists of the rags and tags of meteorological optics: mirages, reflections in mist, refractions and reflections by ice

crystals. Some phenomena are probably related to brilliantly edged rainbow hues. He said he has seen “mock suns” or “mock moons” glowing like silver on either side of the real sun or moon, red rainbows and a rainbow with all of the other colors missing. He has seen a rainbow at night, and a sun surmounted by a pillar of fire. Saucers ranging through all colors of the spectrum—red, orange, yellow, green or blue—in addition to silver, gray or black, were disporting themselves in the heavens. Flying saucers are real—as real as a rainbow, and nothing more.

Most of the reports of daytime saucers that remain, after we have eliminated the spurious objects, are of one or more silvery objects seen in the sky. Many stories mention a characteristic “wobble,” and sometimes several saucers seem to be chained together. Often they will hover for some minutes and then either slowly disappear or rapidly accelerate and vanish within two or three seconds. Occasionally the saucers dart back and forth with tremendous speed, though sometimes the motion is “aimless.” A majority of such objects lie some distance from the zenith and many of them are to be found within a few degrees of the horizon.

As a scientist, I am not bothered if I cannot give a complete, ironclad explanation for every phenomenon I meet. Unraveling the puzzles of science is my business—as well as my pleasure. I find the world still full of unsolved problems. I look for explanations, but I do not arbitrarily invent forces that make explanation unnecessary.

What sort of conclusion, then, are we justified in drawing?...The saucers must in some way depend on reflection or bending of light rays in the earth’s atmosphere—reflections from fog, mist, raindrops, or ice crystals, or bending by alternate cold and warm layers of air.

Many scientists in the Menzel group say by far the most baffling aspect of the flying saucer is the extraordinary rate of acceleration. Accurate readings by theodolite have indicated something in the order of sixty-five times the acceleration of gravity (65 g's). Needless to say, the human body could not withstand that crushing force.

Again, let us assume that these machines have a crew of some sort; cooling problems would be of a high order, should the saucer suffer a rise in temperature due to excessive skin friction in our atmosphere. Another problem emerges if we consider UFO history. Considering the magnitude of UFO activity across the globe, why not the discovery of just one lost or misplaced alien artifact or device? This would appear to be a crucial point. The discovery of a single clearly extraterrestrial device would, of course, destroy secrecy besides possibly drastically altering our technology. How do the UFOs make certain they never make any mistakes in this area?

Until these and other questions are answerable, it only makes sense that orthodox science will not join the club.

The Military Blue Book and Condon Report

It would seem important at this point that we should identify the fact that the military since the days of the foo fighters had been holding prayer behind the scenes. After World War II, Generals Vandenberg, Norstad, LeMay and other high-ranking officers had all seen flying objects and to put it bluntly were scared stiff. When this became known, the late General Hoyt S. Vandenberg, then Chief of Staff of the Air Force, admitted he had seen a flying saucer but it was just a reflection on

the windshield of his B-17. General Lauris Norstad's UFO was a reflection of a star on a cloud, and General Curtis E. LeMay found out that one out of six UFOs was a balloon; Colonel McCoy, then chief of ATIC, had seen lots of UFOs. All were reflections from distant airplanes. In other words, nobody who was anybody in the Air Force believed in flying saucers, on the record.

Actually, the search for facts was frantic. However, as 1949 drew to a close, the Air Force's principal project sometimes called "Grudge" had settled down to a routine operation. Every intelligence report dealing with the German's World War II aeronautical research had been studied to find out if the Russians could have developed any of the late German designs into flying saucers. Aerodynamicists at Wright Field's Aircraft Laboratory computed the maximum performance that could be expected from the German designs. The designers of the aircraft themselves were contacted. "Could the Russians develop a flying saucer from their designs?" The answer was, "No, there was no conceivable way any aircraft could perform that would match the reported maneuvers of the UFOs." Thereafter, Project Grudge was closed out.

However, that was not the end of the matter. By this time the public was involved all over the world and Congress behind closed doors got into the act.

To make a long story short, the pressure forced the Pentagon to make another move. The Project Blue Book was established. Colonel Edward J. Ruppelt was named Chief of the Project, where he continued until September 1953. The operation was under the Air Technical Intelligence Center (A.T.I.C.) at Dayton, Ohio. A large staff was assembled and initially went to work in earnest to find the answer to the UFO problem. However, the pros and cons behind military red tape

obscured objectivity. By the end of 1952, the Air Force had collected considerable material and had asked for an outside appraisal.

By early January 1953, an impressive collection of top scientific talent had joined the effort. They reviewed the findings as objective scientists. Since June 1947, when the first UFO report had been made, ATIC had analyzed 1,593 UFO reports. About 4,400 had actually been received, but all except 1,593 had been immediately rejected for analysis. From their studies, it was estimated that ATIC received reports of only 10 per cent of the UFO sightings that were made in the United States, therefore, in five and one-half years something like 44,000 UFO sightings had been made.

Of the 1,593 reports that had been analyzed by Project Blue Book, the actual breakdown was like this:

Balloons	18.51%
Aircraft	11.76%
Astronomical Bodies	14.20%
Other – searchlights on clouds, birds, blowing paper, inversions, reflections, etc.)	4.21%
Hoaxes	1.66%
Reports with insufficient data to evaluate in addition to those initially eliminated	22.72%
Unknowns	26.94%

When they had finished commenting on the reports, the scientists pointed out the seriousness of the decision they had been asked to make. They said that they had tried hard to be objective and not be picayunish, but actually all ATIC had was

circumstantial evidence. Good circumstantial evidence, to be sure, but nothing concrete, no hardware, no photos showing any detail of a UFO, no measured speeds, altitudes, or sizes—nothing in the way of good, hard, cold scientific facts. To stake the future course of millions of lives on a decision based upon circumstantial evidence would be one of the gravest mistakes in the history of the world was their conclusion.

Following that conclusion, the Air Force issued a classified order as “Restricted” by order of the Secretary of the Air Force, Harold E. Talbott. The order provided that only hoaxes, practical jokes, and erroneous UFO reports can be given to the press, and that all genuine UFO reports received by the Air Force must be kept from the public. These included thousands of verified sightings from military pilots, radarmen, guided-missile trackers, and other trained observers under government control.

After Colonel Ruppelt had resigned from the service, he had this to report in spite of its being classified as “Restricted.”

There is a fighter base in the United States which got more than its share of good UFO reports. The commanding officer of the fighter group, a full colonel and command pilot, believed that UFOs were real. The colonel believed in UFOs because he had a lot of confidence in his pilots—and they had chased over 1,000 UFOs in their F-86's. He had seen UFOs on the scopes of his radar sets, and he knew radar.

The hassle over the work ‘proof’ boils down to one question: What constitutes proof? Does a UFO have to land at the River Entrance to the Pentagon, near the Joint Chiefs of Staff offices? Or is it proof when a ground

radar station detects a UFO, sends a jet to intercept it, the jet pilot sees it, and locks on with his radar, only to have the UFO streak away at a phenomenal speed? Is it proof when a jet pilot fires at a UFO and sticks to his story even under the threat of court martial? All this happened and more, too! so says Colonel Ruppelt.

The Condon Report

The Blue Book Project was not the only effort to investigate UFOs that gave up the ghost. It is difficult for the public to tolerate a mystery that refuses to die. When encounters with unidentified flying objects continued to be reported all over the United States, the public recognized a specter that many researchers had pronounced dead and buried with great pomp just a few years before. The burial had been performed by the University of Colorado at the cost of nearly half-a-million dollars, and the 800-page post mortem had clearly stated that the study of UFOs “cannot be justified in the expectation that science will be advanced thereby.” Professor Condon, who led the study, felt so strongly about the uselessness of the whole thing that he destroyed the project files.

The Condon report concluded by saying, everything works as if the phenomenon was the product of a technology that followed well-defined rules and patterns, though fantastic by ordinary human standards. The phenomenon has so far posed no apparent threat to national defense and seems indifferent to the welfare of individual witnesses, leading many to assume that we may be dealing with a still-undiscovered phenomenon of nature, a hypothesis that certainly deserves very serious attention.

But its impact in shaping Man's long-term creativity and unconscious impulses is probably enormous. The fact that we have no methodology to deal with such an impact is only an indication of how little we know about our own world, a commentary on the weakness of our insight concerning our own minds.

Scientific Investigators and APRO

With that lead-in, let's look at the other side of the coin. It becomes doubly important to establish the authentic sources of our information as a condition precedent to the presentation of factual data as we see it. Up to this point and hereafter I have and shall continue to use material represented by more than 300 sources: pilots, scientists, radar experts, airport tower operators, flying saucer investigators, and many others—both here and abroad including:

Air Chief Marshal Lord Dowding, of England; Professor Hermann Oberth, world authority on space-travel plans; Admiral Delmar Fahrney, USN, Retired, former head of Navy guided missile development; Admiral Calvin Bolster, Retired, formerly Chief of Naval Research; Dr. Allen J. Hynek, Astrophysicist of Northwestern University; Colonel Edward J. Ruppelt, former chief of Project Blue Book; Major Donald E. Keyhoe, whose position in life is to go after the military; and certain unnamed persons in radio and television, A.P. and U.P.I.; also, the Washington representative of the Air Line Pilots Association; and the Condon Committee of the University of Colorado.

In this country and particularly in Europe, there are many flying saucer groups that have formed associations, good, bad and indifferent. Perhaps the leading investigating group is known as the Aerial Phenomena Research

Organization, Inc. (A.P.R.O.) founded 22 years ago and based in Tucson, Arizona. It has a six-member staff at the home office, and in addition, has consulting panels, representing the biological, physical and social sciences. This latter group consists of over 30 Ph.D.'s from university staffs. Also, there are more than 50 representatives scattered throughout the world that do nothing but on-the-scene investigations of UFO reports.

It is the job of this group to establish the character and authenticity of reports and carefully screen the quality of the persons involved—and at all cost to eliminate false reports.

The International Director of APRO is Coral E. Lorenzen, internationally known as a thorough administrator and has the reputation of being extremely tough on the lunatic fringe. APRO has over 20,000 reports classified as authentic sightings that have met high standards of credibility. Over half of these reports were made by administrators, businessmen, clergymen, engineers, medical doctors, military personnel, photographers, pilots, police officers, scientists, teachers, technicians, university professors and students.

UFO Theories Plentiful

During the past few years, APRO has been receiving a number of “theories” on UFO origin, construction, propulsion, and other related matters. Such reports have been received from members and non-members alike, and have been tabulated as follows:

Propulsion theories	34
General theories	25
Mystical theories	<u>1</u>

The general theories discuss varied topics, such as extraterrestrial life, intelligence and motivation, as well as UFO patterns. Propulsion systems usually involve methods yet undeveloped by man; “electro-magnetic propulsion” and “anti-gravity forces” are two of the most popular terms utilized as the basis of these theories, which often are accompanied by intricate diagrams and charts. Some of the propulsion theories have been well written by knowledgeable persons.

The UFO propulsion theories have been examined by APRO’s Consultant in Electrical Engineering, Dr. Kenneth Hessel, head of his University Engineering School. He has found no concept made known to him which would formulate the basis for a new, advanced propulsion system that could be designed as a practical matter.

It is a fact, however, that today physicists and astronomers actually confirm that the speed of light is not the upper limit of all motion. This may change somewhat Dr. Hessel’s conclusions. Professor Y. A. Wheller of Princeton University, who is an expert on the relativity theory and was a co-discoverer of the hydrogen bomb, and therefore is no visionary, invented a model of a ‘super-space’ in which time and the speed of light lose their values. However contradictory it may seem, spaceships in the super-space could be in any desired place without time passing.

The Vacuum Theory

If this theory should ever prove true, then the vacuum theory of propulsion may be a clue for further scientific investigation.

A pressure is maintained underneath the UFO which brings about a decompression on top, and the craft is given a terrific upward thrust which no

known force can match. A vacuum in the direction of travel is created. If a low pressure is on one side, the other side is subject to the full atmospheric pressure. Any object, whatever its nature, can only be moved if some difference of energy potential is created.

By maintaining the vacuum in the direction of its flight, the UFO can move at any speed much faster than light without creating any friction with the atmosphere or creating a G-force inside. The atmospheric pressure developed on a UFO of 65 ft. diameter would be over 3,000 tons; in the case of a saucer with a diameter of 200 ft. the pressure developed would be some 30,000 tons. This, therefore, would be a tremendous source of power, unequalled by any other natural phenomenon. Our world, in which the speed of light is the upper limit of velocity, is one inertial system, but the world of tachyons, luxons and tardyons with a velocity faster than light is another inertial system. The theory suggests, among other things, why the phenomena forecast by Einstein's Theories take place.

The following represents a typical list of sightings taken from the files of APRO during the past decade or so. These have been taken at random, without complete documentation, in order to eliminate needless detail.

Brisbane, Australia. A silver, cigar-shaped object was reported by many and a glowing football-shaped object was seen over a railroad yard.

Ontario, Canada. A strange orange-red light observed on consecutive nights by many and a red and green arrow-shaped object reported was seen by scores of witnesses. Also a spherical ball of pale-white light was seen by three more witnesses.

Portland, Oregon. An object resembling space ship in TV series "Lost in

Space” observed by two separate groups of people.

Lombard, Illinois. Football-shaped object that glowed orange and hovered 60 feet off the ground at a distance of 200 feet from the highway observed by many motorists.

A Soviet Air Force pilot has reported that while on night patrol flight over Odessa, a UFO appeared on his plane radar screen. The object suddenly started to descend swiftly, first from 50,000 to 29,000 meters altitude in the first 15 minutes, then 25,000 to 17,600 meters in the next 15 minutes. He said he reported to all monitoring stations throughout the USSR, where many screens also registered the UFO.

Venezuela. State Senator Jeremias Pinto viewed a UFO in Portuguesa. He was in his car at 5:00 p.m., saw strong beams of light coming from a clearing in the bushes and heard a strange noise. At the moment that he approached the bushes, five glowing objects took off up into the air. Pinto was so startled that he nearly crashed his car.

Muskegon, Michigan. Mr. Carl Van Dam, owner of the Norton Manufacturing Company at Muskegon, Michigan, spotted a yellowish light approximately 30 degrees above the horizon. In addition to the large number of citizens in the Muskegon area who saw the object, it was viewed by Township Officer Fred Taylor and Township Police Chief, Lawrence Clarke.

Probably the most interesting facet of this case is the fact that citizens called the Coast Guard to inform them that the Coast Guard frequency, Channel 16 on the UHF band, was filled with a “code transmission” that was so strong it blocked out voice transmissions. The Coast Guard was contacted and personnel on duty said

they were receiving the “coded sounds” but were unable to “make any sense of it” and didn’t know where they originated.

Colombo, Ceylon. The UFO was reported by dozens of persons in a tea-growing district, about 120 miles from Colombo, the capital of Ceylon. It was described as circular shaped, with two “side wings.” The witnesses then claim that the object, after about 10 minutes of observation, flew towards them at high speed and stopped at a distance of 300 feet, and descended to 100 feet above the ground.

The object remained motionless for several minutes and then flew towards the southwest at an angle of 45 degrees.

The witnesses described it as a round object, about 25 feet in diameter with two “tapering wings” on either side. The object appeared to have a “fuselage” shaped like a “hippy peace symbol which was illuminated and cast a fluorescent yellow glow.” The wings were illuminated also, but not as bright as the “fuselage.” No sound was heard coming from the object during the entire observation, and no movement inside the object could be discerned. There were at least 50 witnesses.

Coldwater, Michigan. Mrs. Rudolph Raddick, a teacher in the Coldwater Public School, sighted a UFO northeast of Coldwater, “too close and too bright to be a star.” She says she sighted it almost every night during the month. “The object is not always in the same area. It is sometimes quite low, very bright, moves, disappears, then reappears in the east or sometimes in the northwest. It has red and bluish-green lights. When it ascends it goes up looking like a cone, and when it settles it’s like a mushroom or opened umbrella.”

She says she has seen it as early as 6:15 p.m. EST and as late as 1:00 a.m.

EST. Mrs. Raddick reported her original sighting to the Branch County Sheriff's Department, and the call was answered by Deputy Lawrence Birch. Birch says they watched the UFO for "about a half hour," beginning around 11:00 p.m. He said the object was at first stationary, then rose from a "standard airliner height" to about three times that height, then went easterly until it was out of sight, northeast of Coldwater.

V. D. Norman, also of Coldwater, chased the UFO in his private airplane, a Cessna 172. Since his testimony might be considered "expert," we took extensive notes: "The light is very, very bright—something like a welding torch. I took off with two passengers and the thing took off as we did. It went north, perhaps over Marshall. I started climbing. I went to about 3,000 feet and was almost level with it. When I got within about 10 miles of it, it went straight up—I'd say 20 to 25,000 feet."

When asked how long it took the object to gain that altitude, Norman answered, "Just about a second." He also estimated it took about 30 seconds to travel from Coldwater to Marshall, a distance of 30 miles.

"It appeared at that time to be an oblong light—other lights generated from it at times, various colors, predominantly red—also yellow lights radiating from the bottom." As to proximity to Coldwater, Norman could not be sure except to say "it was much closer than an arbitrary figure of 100 miles." He said that he has been flying for 25 years; and up to now he never had believed in UFOs.

Lubbock Lights

During the evening four men were sitting in Dr. W. I. Robinson's back yard. These were Dr. Robinson; Dr. A. G. Oberg, Professor of Chemical Engineering;

Professor W. L. Ducker, a Petroleum Engineer; and Dr. George, a Professor of Physics. At 9:20 a formation of lights streaked across the sky directly over their heads. The lights were a weird bluish-green color and they were in a semi-circular formation. their one wish at this time was that the lights would reappear. They did; about an hour later the lights went over again. This time the professors were a little better prepared to watch them closely. The professors made twelve more observations during the next few weeks. They filed extensive reports on their observations but were unable to assign any evidence as to the cause.

Washington Sightings

When radars at the Washington National Airport and at Andrews AFB, both close to the nation's capital, picked up UFOs, they created such a furor that inquiries from the Office of the President of the United States and throughout the world followed. The senior traffic controller and 6 others watched their radiosopes and saw 7 targets appear. From their position on the scope they knew that the UFOs were just east and a little south of Andrews AFB. As they watched, the targets loafed along at 100 to 130 miles an hour; then in an apparent sudden burst of speed two of them streaked out of radar range. They all agreed these were no airplanes.

The senior controller then called the control tower at National Airport, they reported that they also had unidentified targets on their scopes, so did Andrews. And both of the other radars reported the same slow speeds followed by a sudden burst of speed. One target was clocked at 7,000 miles an hour. The targets moved into every sector of the scope and flew through the prohibited flying areas over the White House and the Capitol.

Several times during the night the targets passed close to commercial airliners in the area and on two occasions the pilots of the airliners saw lights that they couldn't identify, and the lights were in the same spots where the radar showed UFOs to be.

Straight-Line Exploration

Dr. Olavo T. Fontes, APRO representative in Brazil, describes over 20 straight line sightings of UFOs, showing on a single night, 33 points over an area of dispersion covering at least 6 states in northwest Brazil. The pattern shows 51 absolutely straight lines, meeting and crossing, and converging into several multi-radial apexes, forming a distinctive geometrical pattern closed up around the edges, with no point failing to line on or within the borders established by the alignments; creating many triangles and trapezoids with several 90-degree angles and pairs of parallel or almost parallel lines, etc. It is evident that the 33 points plotted on the map are population centers. They were obvious targets for the UFOs that night.

MOST PLACES WITHIN THE ALIGNMENTS ARE COMMUNICATION
CENTERS OF STRATEGIC IMPORTANCE.

For a period of six weeks UFOs likewise were reported daily over France and other parts of Europe. The scientist, Aime Michel, found that the sightings for many 24-hour periods, when plotted on a map, produced straight line patterns. When this peculiar phenomena recurs day after day it is even more remarkable.

General L. M. Chassin, General Air Defense Coordinator, Allied Air Forces, Central Europe (NATO) referred to the straight lines as “webs and networks that unmistakably suggest a systematic aerial exploration.”

Studies of UFO sightings in the western nations, including the United States, over a 15-year period have found that a pattern indicates a very careful and detailed plan being followed methodically, step-by-step, year after year. First, geographical surveys, then general military reconnaissance, then landings with surface sampling of botanical and geological specimens, then a very detailed examination of our terrestrial and aerial defenses with testing of at least two kinds of high radiation phenomena against airplanes, automobiles, power stations and military installations, and with close watch over our satellite experiments and rocket developments.

UFO Chases Helicopter

Captain Lawrence Coyne, an Army helicopter pilot, had an interesting encounter with a large (60 feet long) grey, metallic “fat cigar-shaped” object at 11:10 p.m. on the night of October 18, 1973, near Mansfield, Ohio. Coyne has been flying for 10 years as an Army and civilian pilot and is now commander of an Army Reserve helicopter unit, Cleveland, Ohio.

along with him on the night in question were 3 other crewmen, and they were cruising at 2,500 feet altitude when Staff Sgt. Robert Janacsek, the crew chief, spotted a distant red light off the eastern horizon. Coyne said he told him to check it out and Janacsek’s next report was that it appeared to be pacing the helicopter, moving parallel with its course.

“That tower is closing in fast,” the sergeant yelled, indicating that the light was coming directly at the helicopter. Captain Coyne put the copter into a shallow power dive trying to evade the oncoming red light. “But it was traveling in excess of

600 m.p.h., “he said, and “It came from the horizon to our aircraft in about 10 seconds. We were on a collision course.”

Coyne said he held the chopper in the dive down through 2,000 feet as the altimeter unwound and that “At 1,700 feet I braced myself for the impact with the other craft. It was coming from our right side. There had been so little time to respond.”

There was no impact and the men looked up and saw it stopped above their helicopter. They said it had a big, gray, metallic-looking hull about 60 feet long, was shaped like an airfoil or a streamlined fat cigar and there was a red light on the front of it. The leading edge glowed red a short distance back from the nose, Coyne said, and there was a center dome. A green light at the rear reflected on the hull also. Coyne said: “This light swiveled like a spotlight. It was shining brightly, completely flooding out our red instrument lights and turning everything inside green.”

At that point the other craft was dangerously close, and Coyne took immediate evasive action, throwing the copter into the dive. The object was then within 500 feet of Coyne’s airship, whereupon it brought its speed from an estimated 600 miles per hour to 100 miles per hour and hovered above the helicopter. After hovering over the helicopter for a few seconds the object sped off into the north.

With the danger of a collision over, Coyne turned his attention from the object to his controls in order to pull the helicopter out of the dive and then the startled crew discovered one of the most inexplicable aspects of the whole incident; when the UFO had swooped in over the helicopter the latter was at 1,500 feet and still descending, but when the object sped off into the north, the altimeter indicated

an altitude of 3,800 feet, an accomplishment which is impossible for that aircraft to do under its own power.

However, it would have been physically impossible for that helicopter to ascend as fast as it did without suffering damage. Therefore, it is being theorized that the air surrounding the copter moved along with it.

The big puzzle is why? Why did the object deliberately come in, raise the helicopter 1,300 feet and then leave as fast and mysteriously as it came? To me this reinforces the vacuum theory. If this is true, the reason the helicopter ascended at a fast speed without suffering damage was due to the fact that the copter was caught in the trailing vacuum of the upward thrust of the UFO.

The Mantell Case

The Ohio incident brings to mind the classic case of Captain Thomas F. Mantell who met his death while pursuing a saucer in 1947.

The scene was Godman Base of the U.S. Air Force at Fort Knox, Kentucky. By the clock of the control tower it was a little before three in the afternoon. In the tower a number of officers were looking at the sky, which was covered by a layer of clouds, with patches of blue. They had been watching for about half an hour, because about 2:30 the military police at Fort Knox had notified them that a huge unidentified object was flying in the direction of Godman. The military police had had their attention called to it by the State Police, who had seen the object in question at Madisonville, Kentucky, about 100 miles from Godman, together with several hundred other people.

Among the officers of Godman Base who were in the tower at the time were Colonel Guy Hix, C.O. of the Base, and Major Woods, his second-in-command.

Suddenly a gap in the clouds, on the southern horizon, disclosed a huge object, apparently metallic, which momentarily caught the light of the sun and then disappeared. The officers stared at each other in bewilderment. Then orders were rapped out, and it was a matter of seconds before three F-51 pursuit planes took off and soared southward.

The three pursuit planes were commanded by Captain Thomas F. Mantell. They had intercom with each other and the control tower. Colonel Hix, Major Woods and the other officers on the ground could hear Mantell's voice in the loudspeaker. While Mantell and his two companions were rising through the clouds, but unable to see anything, the officers in the tower were comparing notes. All had seen that:

1. The object was a sort of disc, with the top side shaped like an inverted cone.
2. It was of "gigantic" size.
3. At the top was a red spot which glowed intermittently.

Suddenly Mantell's voice was heard in the loudspeaker: "I am closing in now to take a good look. It is directly ahead of me and still moving at about half my speed. The thing looks metallic and of tremendous size."

Mantell stopped speaking, and in the control tower the officers waited silently, their faces showing the strain. At 3:08 p.m. one of Mantell's companions called in. He had seen the object, and so had the third pursuit plane. But the saucer, with Mantell behind it, had given them the slip. The two officers had lost sight of the Captain, who had vanished in the clouds.

The officer in the tower listened expectantly. After another five minutes they heard Mantell's voice again. He seemed to be greatly excited by what he was seeing:

“It’s going up now and forward as fast as I am. That’s 360 miles per hour. I’m going up to 20,000 feet and if I’m no closer, I’ll abandon the chase.”

This, according to the report of the U.S. Air Force, was Mantell’s last message to the tower of Godman Base. A few minutes later, a call from the tower received no answer. Colonel Hix immediately ordered two other pursuit planes to search for him. One of them went up nearly 35,000 feet, flew 100 miles in a southerly direction, but found nothing. Mantell had disappeared and so had the saucer.

Ground search, unfortunately, proved more successful. It was established that Mantell’s plane had disintegrated in the air only a few minutes after he had announced his intention of getting closer to the object. The debris of the F-51 pursuit plane was found scattered over an area of several miles. Such was the end of that disastrous pursuit.

If the vacuum propulsion theory should ever prove to be valid, it could explain what happened to Captain Mantell. When he was pursuing the UFO he got into the low-pressure area that was maintaining the saucer in the air. After he had gone through this area, he ran up against the wall of atmospheric pressure on the opposite side and was shattered to pieces. He probably died when passing through the vacuum created by the saucer and may never have been aware of the disintegration of the plane.

At this point it may be of interest to report that Dr. Olavo Fontes of Rio de Janeiro secured a number of pieces of material that fell from a UFO which exploded in the presence of a number of witnesses in Brazil. Extremely lightweight pieces of a dull-gray solid substance that appeared to be a metal of some sort were examined. Their surfaces were not smooth and polished, but quite irregular and apparently

strongly oxidized. Their appearance suggested they might be, if really metallic, pieces or fragments disintegrated from a larger metallic mass or object; in fact, the surface of one of the samples was shot through with almost microscopic cracks, as if disrupted by an explosive force. The samples were turned over to the National Department of Mineral Production for spectrographic and x-ray diffraction studies. The verdict showed the metal was pure magnesium—and appeared to be of unusual quality, with a percentage of about 100. This, of course, represents something outside the range of present-day technological development in earth science.

NASA

We could go on giving case after case of exciting action involving the mysteries of space. I seriously suspect that the UFO dilemma actually had as much to do with the Russian program and our development of NASA space research activity as any other aspect in our quest for exploration and knowledge.

Dr. James C. Flecker, Administrator of NASA, recently said, “We do not think it very realistic to sit back and wait for technology spin-off to occur; we believe it to be much more productive to identify the problem areas where NASA know-how can be applied, and then to act positively to make the necessary technology transfer.

In 1977 we will launch two larger and more complex Mariner-type spacecraft to fly by Jupiter and then on to the very interesting planet Saturn. In November of this year we will launch a Mariner spacecraft on an unprecedented mission toward the sun, flying first by Venus and then using the gravity attraction of Venus to fly us on, or “whiplash” us on, so that we can pass close to the planet Mercury, as close as 600 miles if all goes well. According to our schedule, this Mariner will pass Mercury

during April of next year. It will be the first spacecraft to use the gravity of one planet to speed on to another, and also the first to get a good look at the planet Mercury.

Behind the facade of scientific quest on the part of NASA, with almost unanimous approval of the power structure, lies many incidents in space that have attracted little attention to date. One is the Gemini II flight in which Conrad said,

We have a wingman flying wing on us going into sunset here, off to my left. A large object that is tumbling and as we fly we have him in sight, I would say fairly close to us, I don't know exactly how far because it depends on how big he is and I guess he can be anything from extravehicular life support to something else. We are taking pictures of it.

Later, when analysis showed that Conrad had 20/12.5 far vision and that he would have no difficulty seeing the object, NASA agreed that they would have to classify what Conrad saw as a UFO. From this it would be easy to speculate that since Conrad was in outer space above cloud formations, he saw what had to be a physical object traveling in a vacuum where no cloud or light combination could be playing tricks.

Maj. Gordon Cooper, famed AF astronaut, has refused to answer a Washington newsman's questions about the UFO he reportedly sighted while orbiting the earth.

The sighting facts on record make Cooper's silence more puzzling:

The first NBC report came at 10:45 a.m., May 1, 1963. Broadcasting from

Radio Space Central, Cape Kennedy, NBC's John Chancellor stated that over Australia Cooper had sighted a strange green light with a red tail traveling opposite to his orbit.

Ten minutes later, NBC "News on the Hour," again reported: "...he (Astronaut Cooper) saw an unidentified light in the sky proceeding in the opposite direction...spokesmen at Muchea, the station in Australia tracking this, said that the light, of course, had nothing to do with Cooper's capsule..." Hours later, NBC again broadcast this report.

To this day, nothing official has been said.

Ed Mitchell, our Apollo 14 astronaut, and I have had numerous conversations on this subject, and I have reason to believe that most of our astronauts have seen some most unusual phenomena in outer space.

Perhaps NASA, in addition to its own experience, when designing the Pioneer 10 program, was listening to Dr. Harlow Shapley, the former director of Harvard Observatory when he said, "There must be at least one hundred million inhabited planets. And it'll be a wallop to all the people who think the earth is the only inhabited world. He also said—and this will really bruise a lot of egos—that the inhabitants of many of those other worlds will be far superior to us in every way."

Man's Message to the Stars

NASA launched its latest and most sophisticated deep space probe, Pioneer10, on March 2, 1972, from Cape Kennedy. Pioneer 10 was propelled away from the Earth's gravitational pull by an Atlas Centaur rocket at 31,413 miles per hour, the fastest any manmade object has ever traveled. Less than 12 hours after

launch time, the 565-pound vehicle crossed the Moon's orbital path and continued on its 600 million mile trip to Jupiter, the largest planet in the Solar System.

The final part of the "message" is a calling card which contains the image of a nude man and woman, to scale, superimposed over Pioneer 10. "It seems likely" wrote the astronomers "if the interceptor society has not had previous contact with organisms similar to human beings, that many of the body characteristics shown will prove deeply mysterious... With a set of human representations to this degree in detail, it was not possible to avoid some racial stereotypes, but we hope that this man and woman will be considered representative of all mankind. A raised outstretched right hand has been indicated as a 'universal' symbol of good will in many human writings; we doubt any literal universality but included it for want of a better symbol..."

NASA concluded, "This message is a first attempt to specify our position in the galaxy, our epoch and something of our nature. We do not know if the message will ever be found or decoded; but its inclusion on the Pioneer 10 spacecraft seems to us a hopeful symbol of a vigorous civilization on Earth that will find its way to terrestrial life."

The Pascagoula Affair

Our explorations in outer space over the last few years seemingly have only intensified UFO reports on our planet. This was particularly true in 1973. Undoubtedly "The Pascagoula Affair" is of prime importance in the annals of UFO stories.

On October 12, 1973, Mr. Louis Daugherty, a member of APRO's Board of

Directors, called headquarters to report the abduction of two men by strange creatures at Pascagoula, Mississippi. Dr. James A. Harder, APRO's consultant in civil engineering was able to get passage on a jet that afternoon.

Dr. Harder interviewed the two principals in the case, Charles Hickson, 45, and Calvin Parker, 18. The actual incident took place between 9 and 10 on the night of the 11th, but within an hour the two men reported the story to Deputy Ryder in the sheriff's office.

After they told their story, the two men were left alone in a room with a tape recorder operating (about which they knew nothing) and spent their time debating whether they would be believed or ridiculed and talking about the experience. All of the officers who heard the story were impressed by very obvious fright on the part of both men.

At the Saturday afternoon session, Dr. Bosco; Dr. Bridges; Mr. Colingo, an attorney; Dr. Harder; and Dr. Hynek from Northwestern University were present, in addition to the two subjects who were hypnotized. The data gathered from the witnesses follows:

The two men were fishing on an old abandoned iron pier at the Schaupeter Shipyard on the Pascagoula River when a flying object descended about 40 feet behind them in an open area. They later described it as 16-18 feet long with a "trap door" in the back out of which three "creatures" emerged. The object did not exactly land but came to rest about 2 feet off the ground.

The creatures, about 5 feet tall, were pale grey in color, with wrinkled "skin," the heads of which came directly down to their shoulders. The arms ended in claw-like appendages with two digits, about the size of a normal hand for that size being.

(The “claw-like” hands could have been a glove made to simulate claws.) They either stood on a pedestal or had “fused” legs, for as they moved they moved above the ground, never touching it, and never separating their legs as in a normal walking manner.

The creatures had two small cone-shaped “ears,” slits where the eyes should have been, a small, sharp nose and hole below that. In view of the description of the creatures, the possibility they were robots should be considered. They certainly do not resemble the more human-appearing occupants which have been encountered and described in many instances.

One of the creatures made a humming noise, and they approached the men. Hickson said he thought of jumping into the river but was paralyzed by fear. Parker lost consciousness and one of the creatures grabbed him with his pincer-like “hands” and “floated” him into the ship also. Upon entry into the ship the two men were separated. Parker remained unconscious but Hickson noted what detail was available. Hickson said that with the creature’s “touch” he experienced a complete cessation of all feeling.

The area into which the two men were taken was completely bare, well-lighted, but with no indication where the light came from. Neither of the men ever touched the ship itself, but rather were kept suspended in air while what was apparently an instrument of some kind, and which they described as resembling a huge eye, moved up and down above their bodies as if observing or photographing them.

Hickson estimated that they were in the ship between 15 and 20 minutes after which they were “floated” outside and returned to their original location. The

three creatures then reentered the object. Neither Hickson nor Parker saw the object leave.

On the 31st of October, Hickson had a lie detector test and the test confirmed that he was telling the truth. Pendleton Detectives, Inc., who conducted the test, is considered to be a very reliable firm.

When interviewed by reporters on Saturday, October 13, Dr. Hynek said: “These are not unbalanced people, they’re not crackpots.”

Dr. Harder said: “There was definitely something here that was not terrestrial...Where they came from and why they were here is a matter of conjecture but the fact that they are here (on this planet) is true beyond a reasonable doubt.”

Harder also said that “they must possess a technology far advanced from ours that can produce a vehicle that can fly 1 foot per second and not burn up... let’s hope their advanced technology has not been as destructive as ours.”

Dr. Harder’s question about destructive technology is well taken. There are numerous reports of UFO radiation damage. There are many well-documented cases of damage to the skin, eyes, burns and of knocking people unconscious. All these cases were reported by those that simply moved in to examine a strange undefined object. Most cases have been hospitalized. There are many reports where automobiles were stalled, and the lights went out as a UFO got too close to the vehicle.

Aside from this, the Pascagoula case and the Ohio chopper case are landmarks, simply because they only add to the complication of present-day society. There are more to come.

In Brazil

Near Rio de Janeiro, Paolo Silveira was driving when he noticed a light which appeared to be following his car. The light came to a stop in front of him and its bluish rays turned to white. His car rolled to a halt.

At that point, two bright beams were focused on him and the two car doors popped open with no help from him. Silveira said someone behind the two beams of light drug him out of the car toward the large light. He then became aware of three objects, man-shaped which moved toward him. (At no time does Silveira refer to these objects as beings.) They moved mechanically, holding their “arms” at right angles to their “bodies.”

They moved inside the UFO where he saw three beings, all of whom were dressed the same; in blue “siren suits” with a smooth covering on their heads which reminded him of Roman helmets. Their hands and faces were gray but he could discern no features. The hands, he said, appeared to be transparent.

While in the UFO, Silveira noted, the beings moved around him and communicated among themselves and he could not understand them. A sound like a turbine engine was heard all the while that he was aboard the object.

The next thing he knew, he was lying on the ground a few meters from his car and Dr. Crespo was talking to him. Dr. Bussade, who is Silveira’s physician and knows him personally, said: Silveira was highly excited but his blood pressure was normal; his face was very red; his eyes were bloodshot and he had scratches on his hands and arms which terminated at the elbows. His clothing was torn and dirty, apparently from having been dragged along the ground.

Caracas, Venezuela

Dr. la Motta stated that he and his friend, Dr. Arrocha, and family observed two men dressed in black and wearing red ties and black caps. They were getting out of a late model red Mustang and stood about 1000 feet from the group. After about five minutes of apparently talking together, they put on wide, orange-colored belts which had a metallic disc on the front. Suddenly, a brilliant object was seen to come down from the sky and it quickly neared the ground where it hovered at about a two foot altitude. The object was round, bell-shaped on the bottom with a “tower” on top. It appeared to be about 100 feet in diameter. The lights on the object changed in rapid succession from light orange to blue to white. A small paraboloid ladder came down and the two men observed previously walked up and into the craft. The ladder went up again, tilted gently sideways and took off into the sky on a slanted trajectory at very high speed. No sound accompanied the object’s appearance or takeoff.

Bahia Blanca, Argentina

On Sunday, October 28, 1973, Dionisio Llanca, a truck driver, got into his truck and started down Route #3. He had a flat tire, stopped, got out the tools and started to change the tire. All at once the road was illuminated with an intense yellow light that seemed to be some distance away.

It became so bright that it lighted the whole area. Now the light had changed to a bluish color similar to an electric arc welder. Following is his story:

I tried to get up but could not rise; I had no strength, and a strange thing—my legs would not respond. I was on my knees.

Then I saw a great plate suspended in the air at some twenty feet altitude, and three persons at my shoulders looking at me. They looked at me perhaps five minutes and definitely were two men and a woman. I believe the middle person was a woman because of the form of the breast and the long hair, blonde, reaching to the middle of her shoulders. The men were also blond with shorter hair in back.

Their faces were like ours except for high foreheads and elongated eyes, like the Japanese and a little tilted. They talked among themselves in a language impossible for me to understand. They had no vocal inflections but sounded like a radio badly tuned with chirps and buzzes. One of them took me by the neck of my sweater and lifted me firmly but without violence. I tried to talk but my voice would not come out. While the one held me up, another put an apparatus in the base of my index finger on the left hand. They looked closely at the apparatus. It was like a razor but had a small tube. They applied it to me for several seconds. It did not hurt. When they left, I had two drops of blood in my finger. I believe I then passed out because I can remember nothing else.

The next day he awoke in a bed in the Municipal Hospital of Bahia Blanca and he remembered the experience in detail.

Landing and Occupants in Canada

January 5, 1970, Mrs. Doreen Kendall, Registered Nurse of Nanaimo,

Canada pulled back a curtain by the bed she was checking and found herself looking at the glowing cockpit of a stationary object which was hovering in the air opposite the children's ward. She said it was slightly tipped toward her, about 40 feet from the window and approximately 60 feet above the ground. Inside, she claimed, were two figures clothed in tight-fitting clothing which appeared to be made of some kind of soft material. Both had "strikingly good physiques," she said, and one stood before a chrome-colored instrument panel while the second figure stood behind. The latter appeared shorter or was standing in a recessed spot. She could see two stools in their vicinity.

The craft itself was "silvery, metallic" and had what Mrs. Kendall called a "necklace of lights" around the middle. The object gave off no sound. A few moments after Mrs. Kendall pushed the curtain aside, the second man, whom she felt had sensed that he was being watched, turned and looked directly at Mrs. Kendall. His face was covered by a darkish-looking fabric which completely obscured his facial features. He touched the pilot with his hand which was bare, flesh-toned and human-appearing. The pilot pulled back, forward and back again on a control lever "like a joystick of an old aircraft," and the whole craft tilted sideways so that Mrs. Kendall was furnished an excellent view of the interior in which the men were standing.

Mrs. Kendall told reporters that the dome of the object appeared to be lit from below rather than from the ceiling. She said she was not afraid and called out when the craft seemed to be leaving. Shortly thereafter, five hospital employees arrived and watched as the object circled slowly and finally disappeared into the north.

Ezekiel and Blumrich

The UFO story has already altered our world in that the West is trying to catch up with the East in the flying story saga. Anyone familiar with main sections of the Vedas knows that the Gods in ancient times moved about in flying machines and possessed terrible weapons. Really, every child in India knows that! However, in the West it took one of our most prominent scientists in NASA to call our attention to Ezekiel's story about the same Gods and their flying machines.

Joseph F. Blumrich, an engineer born in Austria, has been working for NASA for 14 years. He is head of the department in which future space stations are planned on the drawing board and worked out in detail. Blumrich designed the last stage of Saturn V and is now planning the future orbital stations after successfully planning our present space laboratory. In July 1972, Blumrich was awarded the NASA Exceptional Service Medal for his work on Saturn and Apollo—an honour received by very few NASA personnel. On one occasion he was asked if he had ever tried to analyze the flying Gods mentioned in Ezekiel. His reaction was one of dismay that a scientist should be asked such a question. He promptly indicated that he would read what Ezekiel had to say. Here's what he read:

Now it came to pass in the thirtieth year, in the fourth month, in the fifth day of the month, as I was among the captives by the river of Chebar, that the heavens were opened... And I looked, and, behold, a whirlwind came out of the north, a great cloud, and a fire infolding itself, and a brightness was about it, and out of the midst thereof as the colour of amber, out of the midst of the fire. Also out of the midst thereof came the likeness of four living creatures. And this

was their appearance; they had the likeness of a man. And every one had four faces, and every one had four wings. And their feet were straight feet; and the sole of their feet was like the sole of a calf's foot: and they sparkled like the colour of burnished brass... Now as I behold the living creatures, behold one wheel upon the earth by the living creatures... The appearance of the wheels and their work was like unto the colour of a beryl: and they four had one likeness: and their appearance and their work was as it were a wheel in the middle of a wheel. When they went upon their four sides: and they turned not as they went. As for their rings, they were so high that they were dreadful: and their rings were full of eyes round about them four. And when the living creatures went, the wheels went by them: and when the living creatures were lifted up from the earth, the wheels were lifted up... "Son of man, stand upon thy feet, and I will speak unto thee." ...and I heard behind me a voice of a great rushing... I heard also the noise of the wings of the living creatures that touched one another, and the noise of the wheels over against them, and a noise of a great rushing.

After having followed the lucid descriptive powers of Ezekiel it sounded to him like a modern exegesis. He at once began to see the outlines of a space ship. He set the thing aside for a few days only to determine that here lies a story of a technically possible flying machine. The more he thought about it he concluded that the details and processes described in Ezekiel's account tallied perfectly with his own scientific conclusions arrived at in the SASA program. He went to the drawing board and computer. The mathematical side of the investigation was carried out

parametrically by using a series of variables step-by-step. He finally created a design in book form that proved to be an extrapolation over and above the present-day state of technology that was partially based on theoretically known possibilities and partially on estimated values. He said, “I found out that Ezekiel’s spaceship has very credible dimensions and belongs to a stage of technology which modern man will not reach for some decades!”

Ezekiel and Menzel

Dr. Menzel of Harvard also made a study of Ezekiel’s description. Certainly Menzel had no difficulty arriving at a ready and terse solution. He came up with two schematic drawings. The first shows a bare bones outline of the observed features of well-known solar halos complete with mock suns and “glories,” produced by ice crystals in the sky. The second is an imaginative sketch which attempts to interpret the Ezekiel biblical account. I can’t restrain myself from being a little factitious when I must observe that Ezekiel may be twirling in his grave.

Conclusion

Let me say that it took more than a little courage to put this paper together. However, I made up my mind that what I had to say must be said in the presence of thought leaders. No better forum than this could be a better place to voice a concern of urgency. So much of the time we are so preoccupied with our Viet Nams and Watergates that we forget to look around because someone just might be gaining on us.

As for the UFOs there are no definite indications of hostility on the part of our visitors; but equally important there is no indication of friendliness either. Possible we are only the subject of a routine survey—an Interstellar Geophysical Year, so to speak. To fail to educate the public concerning the facts at hand, however, is to court danger of a particularly insidious nature. The existence of a species of superior beings in the universe could cause the civilization of earth to topple. Even on earth, societies have disintegrated when confronted by a superior society.

The UFO problem embodies an urgency which defies expression. Certainly procrastination is no solution. To leave matters as they are would seem to indicate that we are anxious to re-learn the bitter lessons of history: Billy Mitchell—Maginot—Hitler—Pearl Harbor—Viet Name—and so on.

I believe it's time we mustered the top scientific talent in this country, even at the expense of changing the NASA program, and begin a hard scientific study to determine the existence and purpose of the UFOs which are assumed to be extraterrestrial vehicles.

Men are not called great scientists because they make great discoveries. They are called great because their discoveries, over time, become acceptable, become the prevailing view. History is filled with examples of great men whose “unconventional work” made them, in their own time, the subject of controversy at best and scorn, ridicule at worst. Gods and priests, kings and heroes, emerge from the dark chasms. We need not be hesitant in voicing this opinion, for it is shared by many scientists of repute. Even Doctor Albert Einstein, who paved the way to nuclear energy, has warned the physicist to be decorous in his pursuit of knowledge.

He advised our men of science to be friendly, “let us recognize and welcome the men from other worlds. They are here among us. Let us be wise enough to learn from those who can teach us much—who will be friends if we will but let them.”